



# Aviation Investigation Final Report

<b>Location:</b>	MELVILLE LAKE, California	<b>Accident Number:</b>	LAX84LA123
<b>Date &amp; Time:</b>	December 29, 1983, 13:01 Local	<b>Registration:</b>	N2991K
<b>Aircraft:</b>	CESSNA 180K	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE ACFT LANDED HARD DURING AN ABORTED TAKEOFF FROM A DRY LAKE BED AFTER THE LANDING GEAR HAD SNAGGED A TENT. IN PREPARING TO LEAVE THE PLT NOTICED A SMALL TENT ON THE LAKE BED. HE BELIEVED HE COULD OVERFLY IT ON TAKEOFF BUT THE LANDING GEAR DID NOT CLEAR THE TENT. PART OF THE NYLON CANOPY FROM THE UNOCCUPIED TENT REMAINED ON THE GEAR SO THE PLT DECIDED TO LAND. WHILE TURNING AT LOW ALTITUDE TO ALIGN THE ACFT FOR LANDING THE ACFT STALLED AND LANDED HARD ON THE LEFT GEAR AND WING TIP.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (F) OBJECT
  2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. (C) CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
  4. (C) JUDGMENT - POOR - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND

6. (C) STALL - UNCONTROLLED - PILOT IN COMMAND

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Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 4, 1984
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	420 hours (Total, all aircraft), 178 hours (Total, this make and model), 370 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2991K
<b>Model/Series:</b>	180K 180K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18053154
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 11, 1983 Annual	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>	65 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	520 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-470-U
<b>Registered Owner:</b>	RICHARD D. KELTY	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 25000 ft AGL	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	SANTA BARBARA , CA (SBA )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Precautionary landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 Minor, 1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 Minor, 1 None	<b>Latitude, Longitude:</b>	34.520767,-116.880744(est)

## Administrative Information

**Investigator In Charge (IIC):** Pollack, Wayne

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=24132>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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